Low Traffic Neighbourhoods: Making the case for LTNs

Will Wright
Research and Monitoring Unit
Sustrans





Making the case for LTNs: Outline



This talk will:

- Look at some of the existing evidence around LTNs
- Explore the limitations of the existing evidence
- Outline why monitoring and evaluation of LTNs is important
- Build some ideas on what to monitor
- Provide some tips on how to monitor LTNs





- There is a growing body of evidence around LTNs
 - Broader theories around traffic evaporation and modal shift
 - Specific evidence from existing established LTNs

 Large repository of evidence available here:







22. Why are some filters camera-enforced and others have bollards?

As we are proposing a trial scheme, both camera enforced and physical filters will consist of planters and/or bollards placed in the road. Some modal filters are cameraenforced in order to provide a through-route for emergency services.

23. Main roads cannot carry more traffic, and they are also residential.

LTNs do not simply shift traffic from one place to another. Instead, over time we expect to Line ou not entry still a dillic from one place to another, instead, over time we expect to see an overall reduction in the numbers of motor vehicles on roads, as people reduce the see an oreign reduction at the matthews of those vertices on tosus, as people reduce the number of car journeys they make, take different routes, and replace some vehicle journeys

Once LTNs have been in place for some time, studies show they result in less traffic both Once LINS have been in piace for some unite, success show any result in ress trains both inside and outside the LTN boundaries. A long term analysis in Waltham Forest found that inside and outside the LTN boundaries. A long term analysis in wantiam Potest: round in traffic on major roads adjacent to LTNs had increased by fewer percentage points than reame on major rooms adjacent to Lines new indicased by remail percentage points unon overall traffic in London during this period. In fact, traffic decreased by 56 % over the whole

Recent data from Railton LTN in Lambeth² has shown a decrease in traffic both within the LTN and on surrounding roads.

In the short term there may be a slight increase in displaced traffic to other roads and the Council will be monitoring this and taking appropriate actions to minimise this.

24. How are you going to quantify the feedback? Will it be published? We will be analysing feedback by classifying each comment according to a series of themes. we will be alranysing recorded by classinging each continient according to a series of destrict. We will then present the findings in a report at the end of each engagement stage. These yee will tren present the inturings in a report at the end of each engagement stage. These reports will summarise the feedback gathered in an accessible format, and will be made

https://www.sustrans.org.uk/for-professionals/infrastructure/anintroductory-guide-to-low-traffic-neighbourhood-design/



- They can decrease traffic volumes within the LTN area (and sometimes on boundary roads too)
- They can decrease car ownership
- They can increase walking and cycling levels
- They can improve road safety
- They can decrease street crime levels
- They can do all the above without impacting on emergency service response times
- They are popular

– BUT...



- There are still evidence gaps surrounding LTNs
 - Much of the specific evidence comes from London – particularly Waltham Forest
 - There remain some gaps around the impact of LTNs on modal shift and active travel levels – particularly walking
 - The impact of the pandemic has made evaluating recent LTNs more challenging
 - Further evidence is required on the impact of LTNs on different groups



LTN Monitoring and Evaluation: Why?



Collecting evidence on your LTNs is really important!

- To report against outcomes
- To evidence success
- To tweak and make improvements
- To make properly informed decisions about the scheme
- To dispel myths
- To add to wider evidence

LTN Monitoring and Evaluation: What to monitor?



A non-exhaustive list of LTN Outcomes

Motor Transport



- Fewer motorised transport trips
- Reduced traffic volumes
- Displacement of motor traffic
- Change in journey times (inc. bus journeys)
- Change in emergency service response time



Active travel

- Increased walking, cycling and wheeling
- Reduced physical barriers to active travel
- Reduced psychological barriers to active travel
- Increased diversity of people travelling actively

Health/Wellbeing



- Increased physical activity
- Increased access to greenspace and nature
- Improved air quality
- People learn new skills

Environmental



- Reduced carbon emissions
- Improved air quality
- Reduced noise

Safety



- Increased physical safety
- Increased social safety

Social





- More play and recreation in neighbourhood
- Increased sense of identity/belonging/ roots/character in neighbourhood
- Increased personal and community resilience
- People play a more active role in their community/feel empowered to help make changes/feeling of community ownership
- Increased social contact
- Reduced social isolation/loneliness
- Positive public perception & impact on different groups

Economic



- Increased footfall at businesses
- Customers can still access local businesses and amenities
- Economic benefits of healthier communities

9

Prioritise Outcomes – do these well and do them first!

Motor Transport



- Fewer motorised transport trips
- Reduced traffic volumes
- Displacement of motor traffic
- Change in journey times (inc. bus journeys)
- Change in emergency service response time



Active travel

- Increased walking, cycling and wheeling
- Reduced physical barriers to active travel
- Reduced psychological barriers to active travel
- Increased diversity of people travelling actively

Health/Wellbeing



- Increased physical activity
- Increased access to greenspace and nature
- Improved air quality
- People learn new skills

Environmental



- Reduced carbon emissions
- Improved air quality
- Reduced noise

Safety



- Increased physical safety
- Increased social safety

Social



sus**trans**

- More play and recreation in neighbourhood
- Increased sense of identity/belonging/ roots/character in neighbourhood
- Increased personal and community resilience
- People play a more active role in their community/feel empowered to help make changes/feeling of community ownership
- Increased social contact
- Reduced social isolation/loneliness
- Positive public perception & impact on different groups

Economic



- Increased footfall at businesses
- Customers can access local businesses and amenities
- Economic benefits of healthier communities

10

Other Outcomes – TS ATF









National Performance Framework Outcomes:

We value, enjoy. protect and enhance our environment

We live in communities that are nclusive, empowered, resilient and safe

We are healthy and active

We tackle poverty by sharing opportunities wealth and power more equally

We are creative and our vibrant and diverse cultures are expressed and enjoyed widely

We grow up loved, safe and respected so that we realise our full potential

We have a globally competitive, entrepreneurial. inclusive and sustainable economy

Active Travel Strategic Objectives:

and other pollution

Delivering liveable, more pleasant communities Better health and safer travel for all

Reducing inequalities jobs, services, leisure

Supporting delivery of sustainable economic growth

Active Travel Vision:

2030 Vision for Active Travel:

Scotland's communities are shaped around people, with walking or cycling the most popular choice for shorter everyday journeys

Active Travel Outcomes:

Increase the number of people choosing walking, cycling and wheeling in Scotland

High quality walking, cycling and wheeling infrastructure is available to all

Walking, cycling and wheeling is safer for all

Walking, cycling and wheeling is available to all

Delivery of walking, cycling and wheeling is promoted and supported by a range of partners

Other Outcomes – TS ATF





Walking, Cycling and Wheeling Outcome Indicators

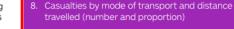
Increase the number of people choosing walking, cycling and wheeling in Scotland

- Proportion of short everyday journeys by walking and cycling
- Attitudes towards/propensity to walking, cycling and wheeling
- 3. Proportion of journeys to school by walking, cycling and wheeling
- 4. Frequency of walking and cycling for pleasure/ exercise

High quality walking, wheeling and cycling infrastructure is available to everyone

- 5. Km of traffic-free walking and cycling facilities
- 6. Distance to traffic-free cycling infrastructure
- 7. Quality of walking and cycling infrastructure

Walking, cycling and wheeling is safer for all



development plans

9. Perceptions of safety of walking, wheeling and cycling

10. Level of inclusion of active travel in local

- Delivery of walking, cycling and wheeling is promoted and supported by a range of partners
- 11. Level of public sector spend on walking, cycling and wheeling
- 12. Perception of community involvement in walking, cycling and wheeling initiatives
- 13. Proportion of primary schools delivering on-road cycle training
- Walking, cycling and wheeling is available to all
- Household access to a bike (with focus on regional and socio-economic variation
- 15. Proportion of people identifying barriers to walking, cycling and wheeling



LTN Monitoring and Evaluation: How?



- Think about what you want to evidence
- Think about budget
 - LTNs are relatively cheap to implement but expensive to monitor
- Consider the impact of the pandemic on data
 - Consider using control sites
 - Think about how much detail at these sites
- Don't cut corners on monitoring



LTN Monitoring and Evaluation: What?



- TSV counts
- Video monitoring
- Perception surveys
- Route User Intercept Surveys
- AQ Monitors
- Focus groups and audits
- Secondary data sources
 - Emergency service response times
 - Bus journey times
 - Crime stats
 - Google routing data



LTN Monitoring and Evaluation: When?



- Allow time to bed in (6-12 months)
 - People will still be getting used to the changes in the first few weeks
 - 6 months
 - 12 months
 - Beyond...
- Consider time of year



LTN Monitoring and Evaluation: Where?

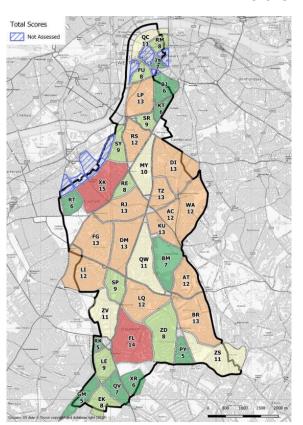


Internal roads

Fairly obvious

Boundary roads

Adjacent roads and areas → Less obvious



LTN Monitoring and Evaluation: Public Perception



- These schemes are generally very popular
- There will be vocal opposition
- There will also be vocal supporters
- Levels of opposition and support will change over time
- The "very engaged" are not representative of the community at large
- Listen to concerns feedback is essential to improving LTNs
- BUT consultation and feedback shouldn't be a referendum
- Consider how you gather feedback and engage communities



Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland) VAT Registration No. 416740656.